
ORDINARY MEETING
OF
ANNUAL PLAN/LONG-TERM PLAN COMMITTEE
AGENDA

Time: 3:30 pm
Date: Tuesday, 11 May 2021
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

MEMBERSHIP

Deputy Mayor Free (Chair)
Councillor Calvert
Councillor Condie
Councillor Day
Councillor Fitzsimons
Councillor Foon
Mayor Andy Foster (Deputy Chair)
Councillor Matthews
Councillor O'Neill
Councillor Pannett
Councillor Paul
Councillor Rush
Councillor Sparrow
Councillor Woolf
Councillor Young

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

The Long-term Plan and Annual Plan give effect to the strategic direction and outcomes set by the Strategy and Policy Committee by setting levels of service and budget.

The Committee is responsible for overseeing the development of the draft Annual Plan and Long-term Plan for consultation, determining the scope and approach of any consultation and engagement required, and recommending the final Long-term Plan and Annual Plans to the Council.

To read the full delegations of this Committee, please visit wellington.govt.nz/meetings.

Quorum: 8 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

Whakataka te hau ki te uru, Whakataka te hau ki te tonga. Kia mākinakina ki uta, Kia mātaratara ki tai. E hī ake ana te atākura. He tio, he huka, he hauhū. Tihei Mauri Ora!	Cease oh winds of the west and of the south Let the bracing breezes flow, over the land and the sea. Let the red-tipped dawn come with a sharpened edge, a touch of frost, a promise of a glorious day
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At the appropriate time, the following karakia will be read to close the meeting.

Unuhia, unuhia, unuhia ki te uru tapu nui Kia wātea, kia māmā, te ngākau, te tinana, te wairua I te ara takatū Koia rā e Rongo, whakairia ake ki runga Kia wātea, kia wātea Āe rā, kua wātea!	Draw on, draw on Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind Oh Rongo, above (symbol of peace) Let this all be done in unity
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1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.3 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.4 Confirmation of Minutes

The minutes of the meeting held on 6 May 2021 will be put to the Annual Plan/Long-Term Plan Committee for confirmation.

1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows.

Matters Requiring Urgent Attention as Determined by Resolution of the Annual Plan/Long-Term Plan Committee.

The Chairperson shall state to the meeting:

-
1. The reason why the item is not on the agenda; and
 2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

The item may be allowed onto the agenda by resolution of the Annual Plan/Long-Term Plan Committee.

Minor Matters relating to the General Business of the Annual Plan/Long-Term Plan Committee.

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Annual Plan/Long-Term Plan Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

LONG-TERM PLAN HEARINGS

Purpose

1. This report asks the Annual Plan/Long-term Plan Committee to recognise the speakers who will be speaking to their submissions regarding the 2021-2031 Long-term Plan.

Recommendations

That the Annual Plan/Long-Term Plan Committee:

1. Receive the information.
2. Hear the oral submitters and thank them for their submissions.

Background

2. On 4 March 2021 the Annual Plan/Long-term Plan Committee approved the proposed draft consultation document for community consultation using the Special Consultative Procedure (section 83 of Local Government Act 2002).
3. Wellington City Council consulted the community on the city's 10-year plan proposals from 6 April 2021 to 10 May 2021.
4. Submitters who indicated that they wished to speak at oral hearings have been scheduled to speak to elected members during a three-week period in May 2021.

Discussion

5. Attachment 1 comprises the submissions of confirmed submitters who have indicated they wish to speak to their submissions in this meeting of the Annual Plan/Long-term Plan Committee.

Next Actions

6. Following Long-term Plan oral hearings and forums, elected members will deliberate on the information received from these hearings and all other submissions on 27 May 2021. The committee will recommend the final Long-term Plan document to Council for adoption on 30 June 2021.

Attachments

Attachment 1. Speakers' Submissions - Hearing [↓](#) 

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Author	Cyrus Frear, Senior Democracy Advisor
Authoriser	Stephen McArthur, Chief Strategy & Governance Officer

SUPPORTING INFORMATION

Engagement and Consultation

This report provides for a key stage of the consultation process – the opportunity for the public to speak to their written submission.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations arising from this report. Submitters may speak to matters that have Treaty of Waitangi implications.

Financial implications

There are no financial implications arising from this report. Submitters may speak to matters that have financial implications.

Policy and legislative implications

There are no policy implications arising from this report. Submitters may speak to matters that have policy implications.

Risks / legal

There are no risk or legal implications arising from the oral hearing report. Submitters may speak on matters that have risk or legal implications.

Climate Change impact and considerations

There are no climate change implications arising from this report. Submitters may speak to matters that have climate change implications.

Communications Plan

Not applicable

Health and Safety Impact considered

Participants are able to address the committee either in person or via virtual meeting. Democracy Services staff have offered full assistance to submitters in case of any unfamiliarity with using Zoom.

Tō mātou mahere ngahuru tau

Our 10-year plan

Oral hearing submissions for 11 May 2021





Introduction

The Great Harbour Way/ Te Aranui o Pōneke is a 72 km walking and cycling route around Te Whanganui-a-tara, the harbour of Wellington, New Zealand, from Ōrua-pouanui /Baring Head in the east, to Te Rimurapa / Sinclair Head in the west. Few, if any, opportunities exist elsewhere in the world to walk or cycle the entire coastline of a major city harbour, continually touching the water's edge.

Since this beautiful route runs through both Wellington and Hutt City Council territory, and touches the coastline, much of which is Greater Wellington's responsibility, we are writing to all three Councils regarding their Long Term Plans. We will also copy both mana whenua iwi, Te Ātiawa Taranaki ki Te Upoko o Te Ika and Ngāti Toa Rangatira, to keep them informed and we welcome their continued input. Likewise, we will send this document to Waka Kotahi, the NZ Transport Agency, a significant funder, and Minister of Transport Michael Wood.

All three Councils, and the Government, have declared a Climate Emergency. Zero carbon commuting, recreation and tourism are possible with Te Aranui o Pōneke. Other benefits include greater mental and physical wellbeing from healthy exercise close to nature, less traffic congestion as commuters have a better choice, significant opportunities for local businesses in accommodation, food, and bike hire. Walkers¹ and cyclists² spend more locally and stay longer than cruise ship passengers, for example.

Once Te Ara Tupua is complete we envisage there will be a boom in domestic visitors like the Otago Rail Trail³ or Tasman's Great Taste Trail⁴. Other improvements are making a difference but Te Ara Tupua will be the game-changer to make Te Aranui o Pōneke a significant destination as well as a spine connecting other walking and cycling opportunities. For a number of potential users, the flat nature of the path will be a significant attraction. We also expect events such as ultra-marathons to happen along the route although we would discourage any exclusive use.

There are several further improvements we recommend, and we would like to see these completed in the next decade, as soon as possible after Te Ara Tupua. These are listed under "Investment Required". We recommend staff utilise the excellent Boffa Miskell Report

Request: GHW Trust would like all three Long Term Plans to include Te Aranui o Pōneke, Great Harbour Way, as a project and for each to allocate a specific staff member as a contact for the Trust.

¹ <https://www.tourismnewzealand.com/media/1768/tourism-profile-walking-and-hiking.pdf>

² <https://blog.biketours.com/2021/04/bicycle-tourism-will-show-the-responsible-way-in-a-post-pandemic-world>

³ <https://www.otagocentralrailtrail.co.nz>

⁴ <https://www.nzcycletrail.com/find-your-ride/22-great-rides/tasmans-great-taste-trail>



Diagram is from the excellent Boffa Miskell Report⁵

Progress

Since the **Fix the Gap** public meeting in 2008 where the Great Harbour Way coalition, subsequently Trust, was formed, and the earlier Founder's Plan for the Great Harbour Way, there has been considerable progress for which we thank the three Councils, Waka Kotahi, volunteers, and advocates. Every improvement draws more users.

Improvements (from East to West):

- Ōrua-Pouanui, Baring Head, in public ownership
- Baring Head lighthouse accommodation, in progress
- Resource Consent granted for the Eastern Bays (Eastbourne) shared path
- Construction started on cycling connections from Melling to Petone enabling more access
- Resource Consent and funding for Fixing the Gap i.e. Te Ara Tupua between Petone and Ngauranga
- Hutt Road walking and cycling path improvements
- Announcement of Thorndon Quay cycling improvements
- Announcement of an electric ferry from Queens Wharf to Miramar (and Days Bay)
- Opening of Te Raukura Wharewaka
- Oriental Bay walking and cycling improvements
- Paths along the coast at Te Raekaihau Head
- Tahitai
 - Work progressing on Pt Jerningham to Evans Bay and Akau Tangi / Evans Bay improvements
 - Cobham Drive section complete
- Construction started at Miramar cutting – forming a good connection to the Peninsular section
- Te Raekihau Point paths
- Widened portions of the footpath in Houghton Bay, Island Bay and Owhiro Bay
- Te Kopahou Visitors Centre

⁵ <http://www.greatharbourway.org.nz/documents/boffa-miskell-report-on-great-harbour-way-te-aranui-o-poneke>

Investment Required

Considerable detail is available in the original Boffa Miskell report⁶, commissioned in 2009 (available on the GHW website).

Greater Wellington Regional Council has several opportunities to help complete and support Te Aranui o Pōneke, particularly with their majority ownership of Centreport, role in Public transport and ownership of the East Harbour Regional Park. We would like more support for the excellent local ranger.

Public Transport

Trains, buses, and ferries mean that sections of the Great Harbour Way can be enjoyed in either direction. We encourage GWRC to ensure access to as many points on the Great Harbour Way is possible for walkers (including those with wheelchairs or buggies) and cyclists. Limitations on bicycle transport should be reduced.

Ferry access includes Queens Wharf, Seatoun and Days Bay, all of which are on the GHW route. Miramar Wharf is in planning. We would also encourage refurbishment, maybe shortening, of the Petone Wharf if possible so ferries can support walkers and cyclists.

Centreport

The current route from Ngāuranga to the Wellington waterfront is along Hutt Road and Thorndon Quay. While this corridor is important for commuters, we would like to see a route along the coast. This has been walked (with permission from Kiwirail). Current developments in Dunedin show how well a path could be created without the expensive reclamation work necessary for Te Ara Tupua. Recent conversations with senior management at Centreport have been promising. Access from Kaiwharawhara beach and future Ferry Terminal along to Aotea Quay could be designed in conjunction with potential work on the Aotea Quay to Ngāuranga motorway section.

The following items are from East to West and not in order of importance nor cost. The three Councils, Waka Kotahi and other organisations including Great Harbour Way Trust and Wellington Sculpture Trust have parts to play.

General

- Māori cultural and historic information
- Later historical information e.g. Wahine memorial, F69 sinking, wrecks, wharf redevelopment
- Public Toilets/ water fountains/planting/ seats/Public Art
- Local species (seabirds, kororā, lizards, invertebrates, plants) education and protection
- Promotion through WellingtonNZ.com
- Signage: The Trust is delighted with the clarity in WCC's website that Tahitai is part of Te Aranui o Pōneke and recommend physical signage, with our logo, that makes this clear to the public along the whole route.

Specific places

- Baring Head/ Ōrua-Pouanui: we'd like a marker to show the beginning/end of the Great Harbour Way, Te Aranui o Pōneke. This could also show the South Coast route for the Remutaka cycleway loop (that is also good for walking)
- Access from Baring Head to Eastbourne crosses private land in places and we urge GWRC to regularise this important access by lease, purchase or other agreements, potentially aided by the Walking Access Commission, Te Hīkoi Aotearoa
- Access by Seaview is unclear
- The Bridge over Te Awa Kairangi/Hutt river is inadequate for fishers, walkers, and cyclists. Please consider the addition of cantilevered fisher pods to free the existing walkway or a separate bridge in the next ten years.
- The Petone foreshore section from Te Awa Kairangi/ Hutt River to the west end of The Esplanade is in places too narrow for walkers and cyclists to share safely, especially with the increase in e-scooters and e-bikes. More safe crossings for people on foot or bike across The Esplanade would encourage residents from Petone to use the lovely foreshore on foot and for GHW users to access the Jackson Street cafés and shops.
- Ngāuranga to Wellington City: Thorndon Quay – we strongly endorse removal of angled parking and installation of 24/7 cycleways along this busy section. However, even better than the commuting route along Hutt Road and Thorndon Quay would be a seaward path from Ngauranga to Kaiwharawhara where the new

⁶ <http://www.greatharbourway.org.nz/documents/boffa-miskell-report-on-great-harbour-way-te-aranui-o-poneke>

ferry terminal is planned. An interim and cost-effective step would be to create a flat walking path, of a tramping standard, that re-joins the Hutt Road alongside the Kaiwharawhara Stream.

- Wellington Waterfront: pinch points near Shed 5 and across bridges make this experience less than ideal. Cycling lanes along Jervis Quay for fast commuting cyclists would reduce conflict.
- Miramar peninsula. Stronger consideration of how the walking and cycling communities are served around the peninsula is necessary, including during construction at Shelly Bay. Slower speeds will help but the road space for more vehicles, cyclists and pedestrians is tight. Consider cantilevering a path as per Cromwell-Clyde⁷, or putting one on piers as Ōtepoti/Dunedin peninsular shared path has done recently⁸. Progress with the 70+ hectare Te Motu Kairangi National Heritage Park appears to have stalled despite successive three-way MOUs. We urge Central and local Government and iwi to urgently agree a plan with ecological restoration and access for walking and cycling. Is the Framework,⁹ revised in 2016, current policy?
- Breaker Bay to Moa Point – walking access is provided off-road, but the road is narrow for cycling and motorised vehicles.
- Wellington Airport – tunnel access is restricting. A path over the top for walkers and cyclists is desirable.
- Lyall Bay – given the width of the footpath and the danger from angle parking, should either a shared path or delineated walking and cycling be formalised here?
- Lyall Bay to Te Raekihau Head: there are several road reserves to the seaward and land side that could provide more space for walking and cycling.
- Te Raekihau Head – while there are some separate paths there is little signage to indicate where cyclists can go and the bike path surface is unkind to on-road bikes. The footpath/boardwalk is insufficiently wide for sharing and the road is narrow with poor visibility. Access from the Princess Bay car park back to the road/footpath is dangerous.
- Houghton Bay to Island Bay: some car parking on the seaward side could be re-purposed for walking and cycling but this would be controversial for residents and visitors.
- An immediate step in the right direction would be to set a speed limit of 30km all along the coast from the Miramar cutting to Owhiro Bay, including Karaka Bay, Breaker Bay, Moa Point, Lyall Bay, Houghton Bay and Island Bay.
- Owhiro Bay to Sinclair Head/Rimurapa: whether fewer motorised vehicles should be allowed on more days (like Sunday where only keyholders have access) is a question we'd like to raise. The close proximity between 4WDs, cyclists, and walkers, on constrained sections is unpleasant if not dangerous.
- Rimurapa – we'd like a marker to show the beginning/end of the Great Harbour Way/ Te Aranui o Pōneke.

Thank you for your consideration.

Together we can create a world-class attraction for locals and visitors alike, embedded in the stunning natural landscape, enjoying access to the Hutt and Wellington dining and cultural amenities, accessible to the whole population, with multiple benefits for our ecological, cultural, health, social and economic wellbeings.

He waka eke noa!

We would appreciate a detailed response from each Council on what is feasible, in what timeframe, for their areas of responsibility and a commitment to collaborate on this exciting project.

Great Harbour Way/Te Aranui o Pōneke Trust Trustees

Graeme Hall (Chair)

Ron Beernink

Allan Brown

Simon Louisson

Ian Pike

Russell Tregonning

Mary Varnham

Celia Wade-Brown

⁷ See pictures at end

⁸ See pictures at end

⁹ <https://wellington.govt.nz/-/media/your-council/projects/files/te-motu-kairangi-miramar-peninsula-framework.pdf>

Photographs

Ōtepoti/ Dunedin to Portobello shared path under construction 2021¹⁰

We recommend the separate path on piers for areas like the Miramar peninsula. It is less disruptive than reclamation and no change to existing roads is necessary. This must be an acceptable solution given its current construction.



Lake Dunstan cantilevered sections¹¹ could suit Kaiwharawhara to Aotea Quay



¹⁰ <https://www.dunedin.govt.nz/services/roads-and-footpaths/projects/peninsula-connection>

¹¹ <https://centralotagonz.com/tracks-and-trails/lake-dunstan-trail>

Baring Head - Ōrua- Pouanui Lighthouse¹²



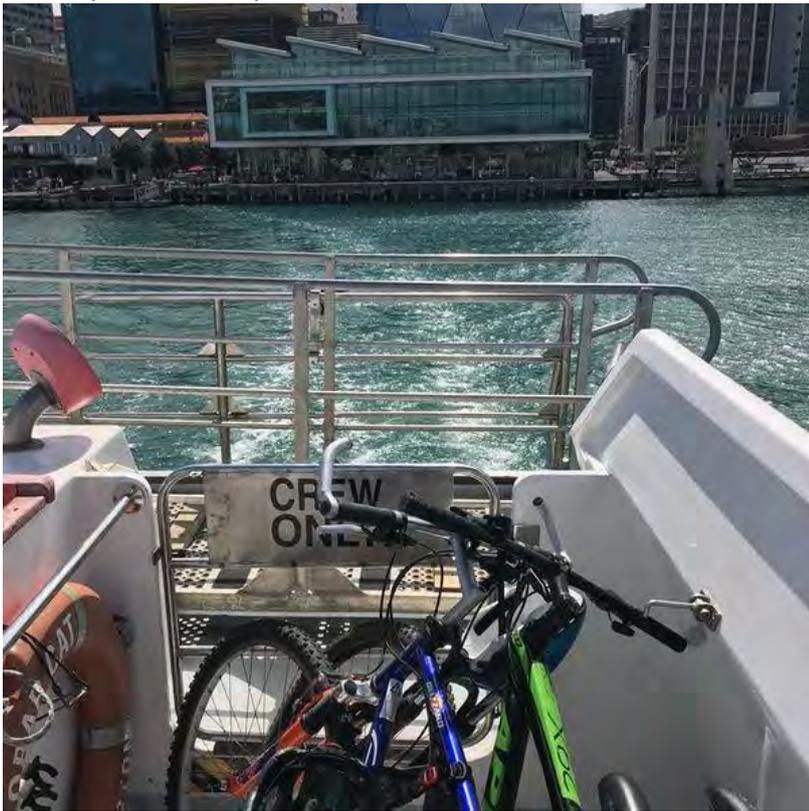
Te Ara Tupua design¹³



¹² <https://www.facebook.com/Friends-of-Baring-Head-148506125227491/photos>

¹³ <https://www.nzta.govt.nz/projects/te-ara-tupua/gallery>

East by West Ferry



Opening of Tahitai at Cobham Drive March 2021



-: Submission ends :-



New Zealand
Memorial Museum Trust
– Le Quesnoy, France
PO Box 90345
Auckland 1143
New Zealand

28 April 2021

Long Term Plan Submissions
Wellington City Council
PO Box 2199
WELLINGTON 6140

Submitter: New Zealand Memorial Museum Trust – Le Quesnoy
Contact: Rt Hon Sir Don McKinnon ONZ GCVO
Chairman
Email: info@nzwmm.org.nz

SUBMISSION TO LONG TERM PLAN 2021-2031

REQUEST FOR FUNDING SUPPORT FOR NEW ZEALAND MEMORIAL MUSEUM & VISITOR CENTRE, LE QUESNOY, FRANCE

Background

In the closing days of the First World War, our soldiers on the Western Front, exhausted survivors of battles on the Somme, Messines, Passchendaele and from halting the 1918 Spring Offensive, had one last wall to climb – literally.

The small town of Le Quesnoy in northern France had been under German occupation since August 1914 and this was November 1918. Surrounded by a moat and a 17th century wall complete with ramparts, the medieval town was like a fortress that had survived many an invasion in the preceding centuries. It had one more force to reckon with. The New Zealand Division had arrived to liberate the town from the German occupiers, who continued to defend the ramparts using howitzers, machine guns and rifles. Orders had been given to the New Zealand troops not to shell the town, to avoid any casualties among the 1600 civilian inhabitants.

Instead, some 300 flaming oil drums were fired onto the ramparts to create a smoke screen obscuring the assault by New Zealand infantry using long ladders to scale the outer walls and inner ramparts. The liberation of the town was completed with the capture of over 700 German soldiers, against just on 500 New Zealand casualties including 142 dead - the liberation was achieved without

LE QUESNOY

FRANCE

PATRON Rt. Hon. Helen Clark ONZ SSI PC
TRUSTEES Rt. Hon. Sir Donald McKinnon ONZ GCVO PC (Chair), Maj. (Ret.) Mark Hall,
Britson (Buddy) Mikaere., Rt. Hon. Sir Lockwood Smith KNZM, Jude Dobson

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the loss of a single civilian life. This is an achievement which the town and its people have never forgotten, even today - over 100 years later - which is now beyond living memory. They speak of the liberation with awe, still amazed that men would come from the far side of the world to free their town and citizens, to rescue them in their darkest hour.

The liberation of the historic walled town by the New Zealand Rifle Brigade just one week before the end of the Great War was a demonstration of Kiwi ingenuity and an act of courage. The story of Le Quesnoy is different from that of many other World War One sites – the town was liberated without being destroyed, and the residents were not displaced, and in that respect, it is a story of hope. The town was preserved intact and stands as a place where memories are lived and relived to tell the story to all who will listen; of the price that was paid for freedom in a war that stole much from our world.

The Project

The NZ Memorial Museum Trust - Le Quesnoy (a non-profit charitable trust) believes it is time to build a permanent memorial to our soldiers who perished on the fields of Flanders and France in the “war to end all wars”. Indeed, it did not end all wars and many more New Zealanders lost their lives on European soil in the Second World War. Over 12,400 New Zealanders are buried in France and Belgium. It is appropriate that the sacrifice of a significant number of New Zealanders, who will remain forever in a place far from home, is acknowledged and remembered.



The Trust has had the opportunity to purchase a heritage property, the former Mayor’s residence and Gendarmerie (military police headquarters), in Le Quesnoy, which is directly connected to New Zealand’s World War One experience in Europe.

The Trust is working towards the vision of creating “a Kiwi place in France where memory and relationships are alive”. We are working towards this goal through the establishment of a Museum and Visitor Centre in Le Quesnoy where our story will be told across multiple platforms – through artefacts, interactive activities, movies, audio stations, an app and other media.



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The museum itself will include space for exhibitions and interactive activities, both digital and manual, designed to encounter and explore the stories of New Zealand's liberation of Le Quesnoy, New Zealand's contributions to the war in Europe, the history of the town of Le Quesnoy, an introduction to New Zealand's culture and heritage to Europeans, and the unique relationship that has developed between New Zealand and the French in Le Quesnoy.

Our Objective

Through this project we seek to celebrate:

Freedom – which inspired our people to go to war

Friendship – the unique bonds which developed between the people of Le Quesnoy and New Zealand which are still strong 100 years on

Future – the opportunity to create a better future with a focus on how to avoid war

Our Partners

To fully realise the link between past, present and future, we have engaged New Zealand's most respected professional museum experts to help shape and guide the concept through strategic planning and interpretative masterplanning. We have recently approved the Internal Experience Design Brief for the Museum and Visitor Centre prepared by museum experts Lily Frederikse, Tim Walker and Karl Johnstone. The Feasibility Study prepared by French company, Lamaya, was signed off last year and our Māori Advisory Group has provided a Māori cultural framework to inform the overall visitor experience.

We are in discussions with the French government about a potential partnership. They are very supportive of the project.

We have raised \$8M to date towards the \$15M total. Most of this has come from private individuals and businesses, who are on board with the vision of establishing "a Kiwi place in France where memory and relationships are alive". This is not just a project about remembering the past but focuses on the future, developing an experience which is cross-cultural, connecting across nations, through educational experiences and exchanges, offering an opportunity to reflect and learn from the past as we step into the future. As it is so beautifully expressed in Te Reo:

Ka mua, ka muri

We walk backwards into the future.

Our Request

We have previously presented to your Mayor at the Metro Councils meeting. We wish to request that you consider a funding commitment to this project as part of your Long-Term Plan.



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Our submission is to request that Wellington City Council supports the project to build a Museum and Visitor Centre in Le Quesnoy with a donation of \$100,000 to remember those who gave their lives in the World Wars to give us freedom.

We wish to speak to our submission at an LTP hearing.

The funds are not required immediately and can be paid over the next three years. We are currently seeking a commitment from you towards the project.

Soldiers came from this city and region as evidenced by your War Memorials. Their names stand in perpetuity here in our country. Their descendants live here and maybe even sit in this Council Chamber. Soldiers came from cities, towns and villages across New Zealand, not knowing what they were going to face on the other side of the world but stepping forward with a courage and belief in what was right and just and good for our country and our world. They went with a belief that tyranny and injustice threatened the very essence of our lives, threatened the freedom, friendship and future which, because of their sacrifice, generations that came after them have been able to enjoy.

In this day and time, we cannot even imagine what they must have faced on the battle grounds of Europe, but we can remember and honour them.

The NZ Memorial Museum Trust asks that you do just that through support of our project.

Thank you for the opportunity to make this submission which we hope will be favourably considered.



Rt Hon Sir Don McKinnon ONZ GCVO
Chairman
New Zealand Memorial Museum Trust



PATRON Rt. Hon. Helen Clark ONZ SSI PC
TRUSTEES Rt. Hon. Sir Donald McKinnon ONZ GCVO PC (Chair), Maj. (Ret.) Mark Hall,
Britson (Buddy) Mikaere., Rt. Hon. Sir Lockwood Smith KNZM, Jude Dobson

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Respondent No: 120

[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. **Full name:** Jesse Matthews
- Q2. **Phone number:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Individual
- Q4. **What organisation are you submitting on behalf of?** not answered
- Q5. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** No
- Q6. **If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer?** not answered
- Q7. **Oral forum time** not answered
- Q8. **Oral hearing time** not answered
- Q9. **Which of these options do you prefer? (3 waters decision)** Option 3. Accelerated (\$3.3bn investment – higher rates and debt).
- Q10. **Which of these options do you prefer? (Wastewater laterals decision)** Option 2. Take ownership (Council's preferred option, \$32m investment).
- Q11. **Which of these options do you prefer? (Cycleways decision)** Option 4. Accelerated full investment programme (\$226m capital investment, higher debt and rates)
- Q12. **Which of these options do you prefer? (Te Atakura Funding decision)** Option 3. Fully fund the programme (\$29.9m investment - Council's preferred option).
- Q13. **Which of these options do you prefer? (Civic Precinct decision)** Option 1. Demolish and site developed through long-term lease (Council's preferred option).
- Q14. **Which of these options do you prefer? (Central Library decision)** Option3. Strengthen now by increasing rates further (additional 1.79% rates increase).
- Q15. **Which of these options do you prefer?(Sewage sludge and waste decision)** Option 4. Sludge minimisation through alternate funding (Council's preferred option, \$147m to \$208m capital investment funded through a levy, no additional rates increase)

Q16. Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below

Cycleways

Q17. Your comments on the big decisions (optional)

I am supportive of the direction of the Long Term Plan but believe it does not go far enough or fast enough on some items, and woefully under-priorities cycling in particular. I appreciate there are capacity constraints on many issues requiring investment in physical infrastructure, but believe we need to start investing more heavily now with a secure ongoing pipeline of work to build this capacity as quickly as possible. In general I am also supportive of very significant increases in investment in Wellington's physical infrastructure, especially that which will support low carbon transport, increase quality of life, resiliency against disasters and climate change, and increase the supply, desirability and uptake of affordable medium-high density housing close to the city and public transport routes. It is clear that Wellington is suffering from decades of under-investment, caused largely by successive councils running down existing assets to maintain artificially low rates. My view is that the fair and equitable way of funding the urgent infrastructure deficit is by rates increases for current Wellington ratepayers who have enjoyed these unrealistically low rates during the previous decades. While I would support temporary increases in debt if it allowed projects to proceed sooner rather than later, pushing additional financial burden onto future generations would be a gross abdication of moral accountability by the people most responsible for our current issues. I also support a more progressive rating system with targeted rates increases on higher value properties, as well as the implementation of value-uplift capture mechanisms as recommended by the Productivity Commission. Wellington property owners are wealthier than ever. The massive increase in the value of Wellington's ratings base in recent years provides a significant opportunity that the WCC must harness if we are to put in place the infrastructure that we will need to thrive in the 21st century. Capturing a tiny fraction of the value of this year's property inflation alone would solve the WCC resource challenges for years to come. Basically, despite what we like to tell ourselves, we are a wealthy society and can easily afford to pay for all those things that we need to pay for if there is the political will and leadership to distribute these costs fairly. Items that I believe are missing from the current long-term plan (or at least haven't been included in this consultation) include: 1. A plan and timeline for value-uplift rating mechanisms as a future revenue source, as recommended by the Productivity Commission so that the city can share in the increase in property value caused by transit improvements. This should be put in place in time to dove-tail with Lets Get Wellington Moving transport programme. This should be aggressively pursued and implemented as soon as a clear legal basis for them is established. WCC should be pushing on this as hard as possible with the current government. 2. The LTP needs to include a programme of incentives to accelerate the development of good quality affordable housing within walking and biking distance of the CBD. This will help address the chronic housing shortage, be in support of the current stated aims of the District Plan, be aligned with the NPS-UP, as well as support the WCC's stated climate goals - especially with regard to transport emissions. This should comprise a carrot & stick approach which includes disincentives for non-productive property speculators (land bankers), and a range of incentives to increase the desirability of living in and residential development of urban areas. I support: a) Punitive targeted rates increases on the land banking of suitable development sites, especially vacant or abandoned properties. A huge amount of development land is currently sitting unutilised within identified growth areas (see Adelaide Rd, Newtown, Te Aro Basin). This would be politically popular and spur the transfer of property from those who intend to do nothing with it to those who can use it productively. The extra revenue raised can be used to help fund the incentives part of the package below. b) Aligned with the goals of the Spatial Plan, a range of measures should be implemented to increase the desirability and developability of good quality residential buildings in suitable urban growth areas: i) Streetscape improvements and creation of new parks and green spaces in the Te Aro Basin and other identified high-growth residential areas that lack green space. This will improve the livability, attractiveness, stormwater detention, and air quality of these urban areas. They are often unattractive, hard and grey areas of the city, and they represent a huge opportunity to be developed into attractive and desirable residential precincts if intelligent

interventions are made. ii) Rapid improvements in pedestrian, cycle, and public transport in these areas to increase the viability and desirability of low car usage patterns. This would help developers to build affordable housing by realising significant savings on car park construction costs in future development. It will also allow more people to enjoy low-cost and low-carbon lifestyles free from the financial, time, and environmental cost of private vehicles. Implementing the Gehl plan from 20 years ago would go a long way to supporting housing growth in the city and should be implemented in full within 5 years. With regards to cycle infrastructure, the funding for future cycle infrastructure in the LTP is wholly inadequate and needs to be substantively increased if it is to be congruent with either the Spatial Plan, WCC's declaration of a Climate Emergency, or item 4 Te Atakura (climate change) of the LTP (see separate cycle section). iii) Council support for improved design quality of urban housing. We are generally bad at designing and building multi-unit housing in this country. We must rapidly get better at this. Council should support this through design competitions for high-profile projects, and provision of or lending support for land purchases to enable alternative forms of housing delivery (i.e resident-led and not-for-profit development). Better resourcing and depth of skill at the council urban design team would provide more certainty for affordable housing developers and better urban design guidance for designers. The calculation of development contributions should also be redesigned to reward developers who provide high levels of amenity for future residents, measured on such metrics as the amount of green space, bike parks, shared space, external windows, etc, provided per unit or resident. Development contribution rebates should also be beefed up for Greenstar buildings, and extended to multi-unit residential buildings. These targeted desirability measures may also have the side-effect of taking some pressure off of the more politically contentious densification efforts in already desirable areas such as Mt Victoria, Thorndon etc. Basically it will be easier and better to create more attractive leafy areas, rather than spending too much energy fighting the nimbys in already leafy areas. Planting new trees is relatively easy and cheap, and political capital could perhaps better be reserved for ensuring support for realistic rates to do this.

Q18. You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan) not answered

Q19. Do you support the proposed budget? I somewhat support the proposed budget.

Q20. You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend? not answered

Q21. Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?

Further comment on Cycle Network Funding: I strongly support the Accelerated full investment cycleways investment programme. The council's preferred 'high' investment is mislabelled and misleading. It cannot at all be considered high by the standards of the funding for other transport modes in Wellington, especially roading. Nor is it at all high when compared to the human, climate, and economic costs of implementing an overdue cycle network badly or slowly. The case for proceeding with the Accelerated full investment programme includes: 1. We are in the critical stage of a climate crisis that will shape the prospects of our city and the lives of our descendants for generations to come. The WCC declared a Climate Emergency in 2019. Responding to the climate crisis is one of the stated primary goals of the Long Term Plan. 2. Road transport causes nearly 40% of New Zealand's green house gasses. Road transport emissions are the lowest hanging fruit for emission reduction as petrol powered cars can relatively easily be replaced by other types of transport. The technology for doing it exists, and in the case of bicycles, is mature. 3. Bicycles (closely followed by e-bikes) are the most energy and carbon efficient methods of moving humans from one point to another known to physics. They are also the second cheapest form of transport, after walking. 4. Data from cities around the world shows that over 30% of car trips in cities can easily be replaced by bikes, (and potentially higher with ebikes) if cycling is a safe and attractive option. Wellington's current cycling mode share is 2.7%. 5. Encouraging more people to bike rather than drive is one of the easiest and cheapest methods for reducing NZ's transport emissions. We won't get better bang for the buck with anything else, not even public transport or electric cars. 6. Agriculture, forestry, and other climate related policy may be out of WCC's control,

but transport planning is the main lever that the city of Wellington can pull in response to climate change and we have the responsibility to pull it as hard as it can. 7. Currently, people on bikes are being killed and injured every week on Wellington streets. The price of delayed action is measured in broken bones and dead friends. This is not acceptable and can not be allowed to continue. 8. Increasingly New Zealand's, and especially Wellington's competitive advantage in high-wage industries is by being a place where people want to live. Much of Wellington's burgeoning tech sector thrives here because talent wants to be here. We must recognise this as a key advantage to build on and invest more in those things that make Wellington an attractive place to live and to put down roots. A safe and functioning cycle network is an absolutely key part of ensuring Wellington remains high in the livability rankings. Our cycle infrastructure is already decades behind other comparable cities, and we ignore this at our peril. We must recognise that just like the pipes, we are playing catch up here and have a long way to go. 9. Safe cycling infrastructure supports affordable housing development. We are also in a housing crisis. A large part of solving this and achieving the aims of the Spatial Plan will be contingent on ensuring that new medium-high density housing can be built within walking and cycling distance of the CBD and other amenities. This means housing can be built with a reduced (or no) need for carparking and car use, reducing housing construction costs and construction related emissions significantly while also reducing people's ongoing transport costs. 10. Traffic on the roads in Wellington is pretty bad and getting worse each year. Less cars on the road means less traffic for drivers, and with separated cycle lanes much more efficient traffic flow. 11. Safe and well designed cycle infrastructure must therefore be a critical and core piece of our future transport infrastructure. Cycleways are not a 'nice to have' or 'something we could do better', but one of the main strategic tools that must aggressively deploy to ensure that we remain competitive as a city and do not ruin the future. 12. The use and usefulness of a cycle network are greatest when it operates as a network. Network effects accumulate as each new connection is added to it – a network is greater than the sum of it's parts, and next to useless when fragmented. We would never dream of building roads that aren't connected to other roads. Yet that is what we have with our cycleways at present and that is what we will still have in 10 years time with the council's preferred 'high' level of investment. In the meantime existing assets already put in place are not being fully utilised because they're not connected up. Far from saving the ratepayer money, delaying the full completion of the network will likewise only delay reaping the benefits of the network, and therefore indefinitely pushing out the payback period of the ratepayer's significant investment. 13. At the preferred 'high' level of investment, Wellington's cycle network will still not be complete in 10 years time. If I start a family now there will still not be proper safe and connected bike paths in Wellington by the time my children are teenagers. In the meantime our chance to take meaningful action to address the climate emergency will have been and gone. It will be too late. The next 10 years are the years that count. The meaning of the word 'emergency' is not being properly understood by the drafters of the LTM. I do not want hanging over my conscience that we didn't do everything we could practically do to solve the defining issue of the century, while we still could. This is quite clearly a moral issue and we must do everything we can, especially when doing the right thing isn't even that hard and will provide us with a raft of other benefits. 14. The Accelerated full investment programme is affordable. I will very happily pay an extra 1.31% on my rates if it meant I was at less chance of being killed on the way to work, and increase the likelihood that my children will inherit a habitable planet.

ASB Sports Centre
72 Kemp Street
Wellington 6022

21 April 2021

Sent via email
ltp@wcc.govt.nz

The WCC Long Term Plan: Submission form

dsport is a **charity** managed by a board of elected volunteers, which was established in 1969.

Our vision is for Wellington to be a diverse and inclusive region.

dsport is underpinned by the principles of **inspire, enable, achieve**

1 in 4 people in New Zealand identify as disabled

95,000
young people (0-14 years)

We inspire disabled people to believe in themselves. To aspire to being involved in sport and active recreation. To dream.

We enable disabled people to get into sport and active recreation. We don't believe in can't. Rather how can we. How can we make this fun and make this work? We persevere and we build strength collectively.

But more importantly, our members achieve. They overcome adversity, find work-arounds and creative solutions to achieve. And for some, they will achieve their dreams.

Sport New Zealand (2018) in their *Value of Sport* report stated "sport and active recreation creates a happier, healthier people, better connected communities and a stronger New Zealand" and that sport is 'in our DNA'.

25 percent of New Zealanders identify as disabled (Statistics New Zealand, 2013).

Article 30 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) explicitly requires countries, including Aotearoa New Zealand, to take appropriate measures to encourage and promote disability-specific sport.

In the recently published Sport NZ strategic direction *Every Body Active* (Sport New Zealand, 2019b), **disabled people were identified as a priority group, given their lower participation rates in sport and active recreation.** Peter Miskimmin, CE of Sport NZ has stated “we want a system that is equitable and where disabled people can be as active as non-disabled people”.

We are a membership-based organisation, with 200 disabled people (aged 5 years and older), their family and whanau as members.

Cost is a barrier

On reviewing the Wellington City Council 10-year Plan, we note the cost of sport and recreation facilities, such as the ASB Sports Centre, are proposed to rise. While we recognize the need to maintain these community sport and recreation assets and services, we find the proposed increase in costs somewhat of an insult.

Recently dsport presented to the Council on the Class 4 Gaming Sinking Lid Proposal and identified the issue of cost as a barrier to participation for disabled people. dsport argued against this proposal as we, like many small community-based sport and recreation organisations, rely on Class 4 funding to deliver our programmes and services.

With the recent decision by Council to implement the Sinking Lip Policy, we feel the impact on our organization to deliver free or low-cost services to our members will be compromised even further with the Council’s proposal to increase user charges.

We argue by these decisions, the Council has essentially not only constrained our income streams but also plans to burden us with increased costs. **This policy squeeze from both sizes does not, in our opinion, substantiate the Council’s position of putting community wellbeing at the centre of their planning.**

It is our contention that these dual decisions, for our community (disability sport), will not necessarily make Wellington more friendly and accessible, nor will it ensure it is inclusive, thereby failing the strategic direction of the Council.

We implore Wellington City Council to consider how the multitude of overlaying decisions such as the LTP will impact on disabled people in Wellington. We do not wish to see our members and other disabled people marginalized further due to decisions which neglect to address the flow-on implications for these members of the community, such as cost becoming a barrier to participation and community engagement.

Facility Development

dsport understands and acknowledges the desire to redevelop some Council services and amenities, such as the Central Library.

While recognizing the cost of these projects have been establish, we raise with the Council the need to ensure these are fully accessible for ALL USERS – regardless of mobility and ability – and request that disability groups be engaged and consulted during the design phases to ensure facilities are fit for purpose. dsport is happy to assist in such an endeavour.

We welcome the opportunity to work with the Council to investigate options to better improve the lives of disabled people in Wellington – be it sport or recreation facilities and services or amenities such as the Central Library.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Catriona McBean', with a long horizontal flourish extending to the right.

Catriona McBean
Manager



Respondent No: 196

[Redacted]

- Q1. **Full name:** David Batchelor
- Q2. **Phone number:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Organisation
- Q4. **What organisation are you submitting on behalf of?** Wellington Heritage Week Trust
- Q5. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q6. **If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer?** Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)
- Q7. **Oral forum time** not answered
- Q8. **Oral hearing time** Afternoon
- Q9. **Which of these options do you prefer? (3 waters decision)** Don't know.
- Q10. **Which of these options do you prefer? (Wastewater laterals decision)** Don't know.
- Q11. **Which of these options do you prefer? (Cycleways decision)** Don't know.
- Q12. **Which of these options do you prefer? (Te Atakura Funding decision)** Don't know.
- Q13. **Which of these options do you prefer? (Civic Precinct decision)** Option 3. Retain and seek to repurpose (higher debt and rates)
- Q14. **Which of these options do you prefer? (Central Library decision)** Option3. Strengthen now by increasing rates further (additional 1.79% rates increase).
- Q15. **Which of these options do you prefer?(Sewage sludge and waste decision)** Don't know.

Q16. **Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below**

None of these

Q17. **Your comments on the big decisions (optional)**

not answered

Q18. **You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)**

not answered

Q19. **Do you support the proposed budget?**

I somewhat support the proposed budget.

Q20. **You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?**

not answered

Q21. **Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?**

The Wellington Heritage Week Trust recommends that the council commits staff and financial resources to an annual heritage festival that supports the city and region's historic people, places, and stories. Over the past five years, Wellington Heritage Week has proven that there is a business case for a heritage festival that unites the region, supports local businesses and communities, and attracts tourists. The festival has grown to become a central event in the cultural calendar of the city and region, with many residents and businesses planning for their involvement a year in advance. It creates innovative partnerships between businesses and community organisations that uplift their capacities, grows their memberships and customers, and reach new audiences. The festival attracts 6000-8000 attendees annually, including tourists from Auckland, Napier, and Christchurch who travel to the city specifically for the festival. However, Wellington Heritage Week is run exclusively by a volunteer organisation and its long-term future is unsustainable. Its volunteers are unable to maintain the festival over the coming years without considerable integration with Wellington City Council's staff and operations. Many attendees, including the council's staff and government organisations, assume the festival is already part of the council or Heritage New Zealand. Auckland, Christchurch, and Dunedin all have committed council teams delivering their heritage festivals. While this assumption fits as the city classifies itself as 'New Zealand's creative capital' and boasts its heritage, the current volunteer structure cannot do the job that the council should be delivering. Therefore, the Wellington Heritage Week Trust recommends that the council commits to leading a heritage festival in the future.



Respondent No: 243

[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. **Full name:** Steve West
- Q2. **Phone number:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Individual
- Q4. **What organisation are you submitting on behalf of?** not answered
- Q5. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q6. **If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer?** Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)
- Q7. **Oral forum time** not answered
- Q8. **Oral hearing time** Evening
- Q9. **Which of these options do you prefer? (3 waters decision)** Don't know.
- Q10. **Which of these options do you prefer? (Wastewater laterals decision)** Don't know.
- Q11. **Which of these options do you prefer? (Cycleways decision)** Don't know.
- Q12. **Which of these options do you prefer? (Te Atakura Funding decision)** None of these options.
- Q13. **Which of these options do you prefer? (Civic Precinct decision)** Don't know.
- Q14. **Which of these options do you prefer? (Central Library decision)** Don't know.
- Q15. **Which of these options do you prefer?(Sewage sludge and waste decision)** Don't know.

Q16. Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below

Te Atakura (climate change)

Q17. Your comments on the big decisions (optional)

The intention to create SNA's on residential property in the district plan is bad policy that will result in poor indigenous biodiversity outcomes for urban Wellington. The current plans will see 18.2% of Wellington's land (~5285ha) become a SNA. Yet the Te Atakura (climate change) plan does not include any allowance for addressing the significant loss in land value (Darroch report) and cover future and ongoing costs for landowners with a SNA. If the Council intends continuing with the plan to privatise the costs for SNA's while socialising the benefits of SNA's it must (in good faith) make allowance in its 10 year plan to properly compensate the ~1696 landowners. Failure to do this will likely reduce efforts by many landowners to enhance their native bush. Alternatively, the Council could decide that creating SNA's is not warranted and instead could work alongside (partner with) landowners to achieve better indigenous biodiversity outcomes for urban Wellington. I expect this would be a significantly cheaper option too.

Q18. You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)

not answered

Q19. Do you support the proposed budget?

Don't know.

Q20. You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?

not answered

Q21. Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?

not answered



Respondent No: 312

[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. **Full name:** Martin hefford
- Q2. **Phone number:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Individual
- Q4. **What organisation are you submitting on behalf of?** not answered
- Q5. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q6. **If yes - we are offering two ways of speaking to Councillors about your submission. Please select which option(s) you would prefer?** Oral Hearing (formal hearing with set times to speak to full Council, 5mins per individual, 10mins per organisation)
- Q7. **Oral forum time** not answered
- Q8. **Oral hearing time** Evening
- Q9. **Which of these options do you prefer? (3 waters decision)** Option 2. Enhanced investment (\$2.4bn - the Council's preferred option).
- Q10. **Which of these options do you prefer? (Wastewater laterals decision)** Option 1. No change (no change in investment, rates or debt).
- Q11. **Which of these options do you prefer? (Cycleways decision)** Option 4. Accelerated full investment programme (\$226m capital investment, higher debt and rates)
- Q12. **Which of these options do you prefer? (Te Atakura Funding decision)** Option 1. Low level of funding (\$18.1m investment, lower rates and debt).
- Q13. **Which of these options do you prefer? (Civic Precinct decision)** Option 1. Demolish and site developed through long-term lease (Council's preferred option).
- Q14. **Which of these options do you prefer? (Central Library decision)** None of these options.
- Q15. **Which of these options do you prefer?(Sewage sludge and waste decision)** Option 3. Sludge minimisation through Council funding (\$147m to \$208m capital investment, above debt limit, and higher rates)

Q16. Do you have any comments you would like to provide on why you selected your preferred options to any of these big decisions, or why you don't support any of the options we proposed? Please indicate what decision you are commenting on by selecting from the list of item(s) below

Cycleways
Te Atakura (climate change)
Central Library

Q17. Your comments on the big decisions (optional)

The best investment the council can make in assessing climate change is via protected cycle ways. We need to stop mucking around and consult once on 3-4 city wide options for a full set of cycle ways. Stop consulting on every car park- we will never get to carbon zero that way. Their move the funding for te atakura away from pet projects and on to cycle ways. Second if we can't aid to fix the library then don't.

Q18. You can attach any other document supporting your submission here. (Please ensure that the information is on the 10-year Plan)

not answered

Q19. Do you support the proposed budget?

I somewhat oppose the proposed budget.

Q20. You stated that you were neutral / did not support the proposed budget. Do you support increasing or decreasing spend?

I support keeping the budget the same but with some changes.

Q21. Do you have any comments you would like to provide about the big decisions, fees and user charges changes, other future issues or any other general feedback on our 10-year plan and budget?

not answered
